

SECTION 4:

PLAN RECOMMENDATIONS

Using the evaluation factors discussed in the previous section, those strategies that had an adverse impact (negative value) and those that had no net benefit (zero value) were dropped from further consideration. The remaining tools and actions represent the principal recommendations for the Corridor Management Plan.

This final section of the report presents the recommended strategies in three ways. first, they are arranged by expected time frame (short-term, intermediate, and long-term), and then by municipality. In addition, a map shows the location of the physical improvements (e.g., cross-sections, safety recommendations). Additional details about these strategies are presented in **Appendix A**.

TIME FRAME

Once the list of recommended strategies had been finalized, the strategies were sorted by the expected implementation time frame, using the following guidelines:

- Short-term
 - < High benefit value
 - < Low cost
 - < Immediate need
- Intermediate
 - < Moderate value
 - < Moderate cost
 - < Mid- to long-term need

- Long-term
 - < Lower value
 - < High cost
 - < Long-term need

In general, the summary score shown in the Strategy Evaluation Matrix was used to determine the relative value of each strategy. For example, in Category 1.0, Growth in Defined Areas, mixed-use zoning had a higher benefit value (13) than the provision of infrastructure (3). Both strategies are part of the final recommendations, but provision of infrastructure is listed as a long-term recommendation.

SHORT-TERM RECOMMENDATIONS

The following short-term recommendations generally apply to existing conditions and deficiencies. A number of these actions are easily implemented and have low associated costs. These recommendations should be pursued through 2005.

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth area
 - 1.1.1 Mixed-use zoning
- 2.0 Open Space Preservation
 - 2.1 Designate Greenbelts
 - 2.1.2 Lease development rights
 - 2.1.3 Transfer development rights
 - 2.1.4 Land acquisition through existing land trusts
- 3.0 Harlem Valley Transportation Plan
 - 3.1 Cross-section guidelines
 - 3.1.1 Rural
 - 3.1.2 Highway commercial
 - 3.1.3 Village/hamlet

INTERMEDIATE RECOMMENDATIONS

The intermediate recommendations are intended to address the transportation and land use issues through 2010. In some cases, implementation could happen earlier as appropriate opportunities arise.

2.0 Open Space Preservation

2.1 Designate Greenbelts

2.1.1 Cluster by-law/overlay district

3.0 Harlem Valley Transportation Plan

3.3 Capacity Improvements

3.3.1 Aikendale Road, Pawling

3.3.2 Coulter Avenue/Pine Street, Pawling

3.3.3 Mill Street, Dover

3.3.5 CR 21 (Pleasant Ridge Road), Dover

3.3.6 Mill Street, Dover

3.4 Safety Improvements

Intersections with Route 22

3.4.1 Aikendale Road, Pawling

4.0 Design Guidelines

5.0 Access Management

5.1 Incorporate access management tools into site plan review and subdivision regulations

5.1.1 Shared driveways

5.1.2 Shared parking/parking lot connections

5.1.3 Rear/side parking

5.1.4 Corner sight distance

5.1.5 Increase driveway setback from intersection

5.2 Define/limit number of driveways through a Limited Access Overlay District

- 6.0 Signage
 - 6.1 Signage design guidelines
 - 6.2 Harlem Valley Signage Plan
- 7.0 Pedestrian/Bicycle Safety & Mobility
 - 7.1 Sidewalks in growth areas—0.5-mile radius
 - 7.2 Village traffic calming

LONG-TERM RECOMMENDATIONS

The following long-term recommendations will assist the communities and NYSDOT in their efforts to preserve capacity and address anticipated capacity and safety needs through 2020. Again, implementation of some projects could occur sooner.

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth area
 - 1.1.2 Density bonus
 - 1.1.3 Infrastructure provision
- 3.0 Harlem Valley Transportation Plan
 - 3.2 Roadway connections
 - 3.2.1 Provide secondary access roads
 - 3.2.2 Encourage grid system
 - 3.3 Capacity Improvements
 - 3.3.7 Route 44/Route 343, Amenia
 - 3.4 Safety Improvements
 - Intersections with Route 22*
 - 3.4.3 Coulter Avenue/Pine Street, Pawling
 - 3.4.7 Dover High School, Dover
 - 3.4.9 Ontiontown Road, Dover
 - 3.4.12 Haight Road, North East
 - 3.4.14 Route 199, North East
 - 3.4.15 Route 44/Route 22, Millerton

Highway segments along Route 22

3.4.18 Grand Union to McDonald's, Dover

7.0 Pedestrian/Bicycle Safety & Mobility

7.3 Pedestrian/bicycle connections in key locations

7.3.1 Dover Plains to Tally Ho Mobile Home Park, Dover

7.3.2 Amenia hamlet north to Maplebrook School, Amenia

7.3.3 Route 22 at CR 67 (Quaker Hill Road) to Pawling Metro-North
RR Station via Main Street, Pawling7.3.4 CR 4 (Poplar Hill Road) to Tenmile River Metro-North RR
Station via CR 5 (Sinpatch Road), Amenia7.3.5 Route 343 to Harlem Valley Rail Trail along Mechanic Street,
Amenia

The physical recommendations are documented in **Figure 1, Harlem Valley Transportation Plan**. The map shows the location of proposed cross-sections (rural, village, commercial divided, commercial undivided), capacity improvements, safety improvements, and pedestrian/bicycle improvements. This plan can become the basis of ongoing coordination between the municipalities and NYSDOT for Route 22 improvements.

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FIGURE 1.
HARLEM VALLEY TRANSPORTATION PLAN

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MUNICIPAL STRATEGIES

The Route 22 Corridor Management Plan project is a cooperative effort among the six Harlem Valley municipalities. The six share some characteristics, but each also has its own particular issues and concerns. This portion of the plan outlines the strategies that are recommended for each town and village. Many of the recommendations appear in more than one community (e.g., define priority growth areas), but some are specific to a particular town or village (e.g., safety improvements). **Appendix A** includes a detailed explanation for each strategy and describes the locations for the physical improvements (e.g., safety and capacity).

PAWLING

Short-term

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth area (Pawling Village)
- 2.0 Open Space Preservation
 - 2.1 Designate Greenbelts
 - 2.1.3 Transfer development rights
 - 2.1.4 Land acquisition through existing land trusts
- 3.0 Harlem Valley Transportation Plan
 - 3.1 Cross-section guidelines
 - 3.1.1 Rural
 - 3.1.2 Highway commercial

Intermediate

- 2.0 Open Space Preservation
 - 2.1 Designate Greenbelts
 - 2.1.1 Cluster by-law/overlay district (in Master Plan; needs to be incorporated into zoning)
- 3.0 Harlem Valley Transportation Plan

- 3.3 Capacity improvements
 - 3.3.1 Aikendale Road
 - 3.3.2 Coulter Avenue/Pine Street
- 3.4 Safety improvements
 - Intersections with Route 22*
 - 3.4.1 Aikendale Road
- 4.0 Design Guidelines
- 5.0 Access Management
 - 5.1 Incorporate access management tools into site plan review and subdivision regulations
 - 5.1.3. Rear/side parking
 - 5.1.4 Corner sight distance
 - 5.1.5 Increase driveway setback from intersection
 - 5.2 Define/limit number of driveways through a Limited Access Overlay District
- 6.0 Signage
 - 6.1 Signage design guidelines
 - 6.2 Harlem Valley Signage Plan

Long-term

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth area
 - 1.1.2 Density bonus (in Master Plan; needs to be incorporated in zoning)
- 3.0 Harlem Valley Transportation Plan
 - 3.4 Safety improvements
 - Intersections with Route 22*
 - 3.4.3 Coulter Avenue/Pine Street

VILLAGE OF PAWLING

Short-term

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth area (Pawling Village)
- 2.0 Open Space Preservation
 - 2.1 Designate Greenbelts
 - 2.1.3 Transfer development rights
- 3.0 Harlem Valley Transportation Plan
 - 3.1 Cross-section guidelines
 - 3.1.3 Village/hamlet

Intermediate

- 4.0 Design Guidelines
- 5.0 Access Management
 - 5.1 Incorporate access management tools into site plan review and subdivision regulations
 - 5.1.1 Shared driveways
 - 5.1.3. Rear/side parking
 - 5.1.5 Increase driveway setback from intersection
 - 5.2 Define/limit number of driveways through a Limited Access Overlay District
- 6.0 Signage
 - 6.1 Signage design guidelines
 - 6.2 Harlem Valley Signage Plan
- 7.0 Pedestrian/Bicycle Safety & Mobility
 - 7.1 Sidewalks in growth areas within 0.5-mile radius (in Transportation Plan; needs to be included in zoning)
 - 7.2 Village traffic calming

Long-term

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth area
 - 1.1.2 Density bonus (in Master Plan; needs to be incorporated in zoning)
 - 1.1.3 Infrastructure provision
- 3.0 Harlem Valley Transportation Plan
 - 3.2 Roadway connections
 - 3.2.2 Encourage grid system
- 7.0 Pedestrian/Bicycle Safety & Mobility
 - 7.3 Pedestrian/bicycle connections in key locations
 - 7.3.3 Route 22 at CR 67 (Quaker Hill Road) to Pawling Metro-North RR Station via Main Street

DOVER**Short-term**

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth areas (Wingdale and Dover Plains)
- 2.0 Open Space Preservation
 - 2.1 Designate Greenbelts
 - 2.1.3 Transfer development rights
 - 2.1.4 Land acquisition through existing land trusts
- 3.0 Harlem Valley Transportation Plan
 - 3.1 Cross-section guidelines
 - 3.1.1 Rural
 - 3.1.2 Highway commercial
 - 3.1.3 Village/hamlet

Intermediate

- 3.0 Harlem Valley Transportation Plan
 - 3.3 Capacity Improvements
 - 3.3.3 Mill Street
 - 3.3.5 CR 21 (Pleasant Ridge Road)
 - 3.3.6 Mill Street
- 4.0 Design Guidelines
- 5.0 Access Management
 - 5.1 Incorporate access management tools into site plan review and subdivision regulations
 - 5.1.1 Shared driveways (in Master Plan; needs to be incorporated into zoning)
 - 5.1.5 Increase driveway setback from intersection
 - 5.2 Define/limit number of driveways through a Limited Access Overlay District
- 6.0 Signage
 - 6.1 Signage design guidelines
 - 6.2 Harlem Valley Signage Plan
- 7.0 Pedestrian/Bicycle Safety & Mobility
 - 7.1 Sidewalks in growth areas within 0.5-mile radius
 - 7.2 Village traffic calming

Long-term

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth area
 - 1.1.3 Infrastructure provision
- 3.0 Harlem Valley Transportation Plan
 - 3.2 Roadway connections
 - 3.2.1 Provide secondary access road

- 3.2.2 Encourage grid system
 - 3.4 Safety improvements
 - Intersections with Route 22*
 - 3.4.7 Dover High School
 - 3.4.9 Oniontown Road
 - Highway segments along Route 22*
 - 3.4.18 Grand Union to McDonald's
- 7.0 Pedestrian/Bicycle Safety & Mobility
 - 7.3 Pedestrian/bicycle connections in key locations
 - 7.3.1 Dover Plains to Tally Ho Mobile Home Park

AMENIA

Short-term

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth areas (Former Wassaic Development Center and Amenia hamlet)
 - 1.1.1 Mixed-use zoning
- 2.0 Open Space Preservation
 - 2.1 Designate Greenbelts
 - 2.1.2 Lease development rights
 - 2.1.3 Transfer development rights (in Master Plan; needs to be incorporated into zoning)
 - 2.1.4 Land acquisition through existing land trusts
- 3.0 Harlem Valley Transportation Plan
 - 3.1 Cross-section guidelines
 - 3.1.1 Rural
 - 3.1.2 Highway commercial
 - 3.1.3 Village/hamlet

Intermediate

- 2.0 Open Space Preservation
 - 2.1 Designate Greenbelts
 - 2.1.1 Cluster by-law/overlay district (in Master Plan; needs to be incorporated into zoning)
- 4.0 Design Guidelines
- 5.0 Access Management
 - 5.1 Incorporate access management tools into site plan review and subdivision regulations
 - 5.1.1 Shared driveways
 - 5.1.2 Shared parking/connections
 - 5.1.3 Rear/side parking
 - 5.1.4 Corner sight distance
 - 5.1.5 Increase driveway setback from intersection
 - 5.2 Define/limit number of driveways through a Limited Access Overlay District (referred to in zoning; needs to specifically identify area and limit on driveways; i.e., 10 per side per mile)
- 6.0 Signage
 - 6.1 Signage design guidelines
 - 6.2 Harlem Valley Signage Plan
- 7.0 Pedestrian/Bicycle Safety & Mobility
 - 7.1 Sidewalks in growth areas within 0.5-mile radius
 - 7.2 Village traffic calming

Long-term

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth area
 - 1.1.2 Density bonus
 - 1.1.3 Infrastructure provision

- 3.0 Harlem Valley Transportation Plan
 - 3.2 Roadway connections
 - 3.2.1 Provide secondary access roads
 - 3.3 Capacity improvements
 - 3.3.7 Route 44/Route 343
- 7.0 Pedestrian/Bicycle Safety & Mobility
 - 7.3 Pedestrian/bicycle connections in key locations
 - 7.3.2 Amenia hamlet north to Maplebrook School
 - 7.3.4 CR 4 (Poplar Hill Road) to Tenmile River Metro North RR Station via CR 5 (Sinpatch Road)
 - 7.3.5 Route 343 to Harlem Valley Rail Trail along Mechanic Street

NORTH EAST

Short-term

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth areas (Millerton Village)
 - 1.1.1 Mixed-use zoning (in Master Plan; needs to be incorporated into zoning)
- 2.0 Open Space Preservation
 - 2.1 Designate Greenbelts
 - 2.1.2 Lease development rights
 - 2.1.3 Transfer development rights (in Master Plan; needs to be incorporated into zoning)
 - 2.1.4 Land acquisition through existing land trusts (in Master Plan; needs to be incorporated into zoning)
- 3.0 Harlem Valley Transportation Plan
 - 3.1 Cross-section guidelines
 - 3.1.1 Rural

3.1.3 Village/hamlet

Intermediate

4.0 Design Guidelines

5.0 Access Management

5.1 Incorporate access management tools into site plan review and subdivision regulations

5.1.1 Shared driveways

5.1.3 Rear/side parking

5.1.4 Corner sight distance

5.1.5 Increase driveway setback from intersection

5.2 Define/limit number of driveways through a Limited Access Overlay District

6.0 Signage

6.1 Signage design guidelines

6.2 Harlem Valley Signage Plan

7.0 Pedestrian/Bicycle Safety & Mobility

7.1 Sidewalks in growth areas within 0.5-mile radius

7.2 Village traffic calming

Long-term

1.0 Growth in Defined Areas

1.1 Define priority growth areas

1.1.3 Infrastructure provision

3.0 Harlem Valley Transportation Plan

3.2 Roadway connections

3.2.2 Encourage grid system

3.4 Safety improvements

Intersections with Route 22

3.4.12 Haight Road

3.4.14 Route 199

VILLAGE OF MILLERTON

Short-term

1.0 Growth in Defined Areas

1.1 Define priority growth area (Millerton Village)

2.0 Open Space Preservation

2.1 Designate Greenbelts

2.1.3 Transfer development rights (in Master Plan; needs to be incorporated into zoning)

2.1.4 Land acquisition through existing land trusts (in Master Plan; needs to be incorporated into zoning)

3.0 Harlem Valley Transportation Plan

3.1 Cross-section guidelines

3.1.3 Village/hamlet

Intermediate

4.0 Design Guidelines

5.0 Access Management

5.1 Incorporate access management tools into site plan review and subdivision regulations

5.1.1 Shared driveways

5.1.2 Shared parking/connections

5.1.4 Corner sight distance

5.1.5 Increase driveway setback from intersection

- 5.2 Define/limit number of driveways through a Limited Access Overlay District
- 6.0 Signage
 - 6.1 Signage design guidelines
 - 6.2 Harlem Valley Signage Plan
- 7.0 Pedestrian/Bicycle Safety & Mobility
 - 7.1 Sidewalks in growth areas within 0.5-mile radius
 - 7.2 Village traffic calming

Long-term

- 1.0 Growth in Defined Areas
 - 1.1 Define priority growth area
 - 1.1.3 Infrastructure provision
- 3.0 Harlem Valley Transportation Plan
 - 3.2 Roadway connections
 - 3.2.2 Encourage grid system
 - 3.4 Safety improvements
 - Intersections with Route 22*
 - 3.4.15 Route 44/Route 22

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